

North Shore Task Force (NSTF)

Identifying Transportation Needs, Construction Projects,
and Studies in Your Subregion



FALL 2020

Beverly • Danvers • Essex • Gloucester • Hamilton • Ipswich • Manchester-by-the-Sea • Marblehead
Middleton • Nahant • Peabody • Rockport • Salem • Swampscott • Topsfield • Wenham



NORTH SHORE TASK FORCE (NSTF)

What transportation needs did the MPO identify in NSTF communities?

[The Boston Region Metropolitan Planning Organization \(MPO\)](#) conducted an assessment of transportation needs in the Boston region to inform the MPO's Long-Range Transportation Plan (LRTP), [Destination 2040](#). The MPO staff identified existing transportation conditions and made projections of future conditions and demand on the system. MPO staff also reached out to various subregional groups to discuss transportation needs and opportunities to improve transportation in the subregional communities. The resulting [LRTP Needs Assessment](#) serves as a tool for planning the region's future transportation network and prioritizing the MPO's limited funding for transportation projects and studies.

The information that follows highlights some of the transportation needs identified in the NSTF subregion based on MPO analysis, and past visits to NSTF communities. This information has been updated from Federal Fiscal Year (FFY) 2020 with comments MPO staff heard from fall 2019 to spring 2020.

Projects Programmed in the FFYs 2021–25 TIP in the NSTF Subregion

TIP Identification Number	Project	Category	Municipality	Year Programmed
608348	Rehabilitation of Bridge Street	Complete Streets	Beverly	2023
605743	Resurfacing and Related Work on Central and South Main Streets	Complete Streets	Ipswich	2024
608146	Intersection Improvements to Pleasant Street at Village/Vine/ Cross Streets	Intersection Improvements	Marblehead	2021
609211	Independence Greenway Extension	Bicycle/ Pedestrian Connections	Peabody	2024
608933	Rehabilitation of Central Street	Complete Streets	Peabody	2023
610544	Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1	Bicycle/ Pedestrian Connections	Peabody	2025

TIP = Transportation Improvement Program.



NSTF Transportation Projects in the TIP Universe of Projects

Project	Category	Municipality	Scored by the MPO
Resurfacing and Related Work on Route 127	Complete Streets	Beverly Manchester-by-the-Sea	No
Reconstruction on Collins Street, from Sylvan Street to Centre and Holten Streets	Complete Streets	Danvers	Yes
Mainline Improvements on Route 128 (Phase II)	Major Infrastructure	Danvers Peabody	Yes
Targeted Safety Improvements on Route 133 (John Wise Avenue)	Intersection Improvements	Essex	No
Pine Street–Central Street (Route 127) to Rockwood Heights Road	Complete Streets	Manchester-by-the-Sea	No
Route 127 (Bridge Street) Roadway Reconstruction (including flood gate and culvert repairs)	Complete Streets	Manchester-by-the-Sea	No
Bridge Replacement, M-04-001, Village Street over Marblehead Rail Trail (Harold B. Breare Bridge)	Major Infrastructure	Marblehead	No
Boston Street Improvements	Complete Streets	Salem Peabody	Yes
Swampscott Rail Trail Construction	Bicycle and Pedestrian	Swampscott	Yes
Route 1 Bikeway Connector	Bicycle and Pedestrian	Peabody	No
Roadway Reconstruction on Larch Row and Dodges Row	Complete Streets	Wenham	No
Safety Improvements on Route 1A	Complete Streets	Wenham	No

Transportation Studies Conducted in NSTF Subregion through the [Unified Planning Work Program \(UPWP\)](#)

- Safety and Operations Analysis at Selected Intersections
 - [Route 1A and Cherry Street/Monument Street/Arbor Street in Wenham \(FFY 2018\)](#)
 - [Route 114 \(Andover Street\) at Esquire Drive and Violet Road in Peabody \(FFY 2016\)](#)
- Addressing Priority Corridors from LRTP Needs Assessment
 - [Route 1A–Vinnin Square in Marblehead, Swampscott, and Salem \(FFY 2016\)](#)— Resulted in MassDOT Project #607761, Intersection and Signal Improvements at Route 1A (Paradise Road) at Swampscott Mall, programmed in FFY 2021
- Subregional Roadway Study Locations
 - [Route 127/127A in Gloucester and Rockport \(FFY 2013\)](#)

Read more studies on the [Boston Region MPO's Recent Publications webpage](#).

Regionwide Transportation Studies

- [How to Operate a Successful Community Shuttle](#)
- [Pedestrian Report Card Assessment Interactive Database](#)
- [New Emerging Metrics](#)

Transportation Needs Identified through Outreach in the NSTF Subregion

The comments below include transportation needs identified in outreach for the LRTP Needs Assessment and new comments heard during MPO outreach from fall 2019 to spring 2020. **The new comments are in blue.**



Roadway

- **Address the deteriorating Harold B. Breare Bridge over the Marblehead Rail Trail.**
- Create Complete Streets on Congress and Lafayette Streets in Salem.
- Improve accessibility of the street network.
- Address severe peak hour congestion on Route 62 (east/west corridor).
- Upgrade the nineteenth century bridges over the Saugus River by Riverworks.
- Address grade crossings in Chelsea to increase speed along the corridor.



Transit

- **Create first- and last-mile connections to all train stations in the NSTF subregion.**
- Design Beverly Depot as a mobility hub.
- Provide more service to North Shore Community College.
- Implement universal access—one card, one application.
- Improve transit to the North Shore Community College’s Danvers campus.
- Provide first- and last-mile links for employees from Lynn, with a specific focus on Cherry Hill Manufacturing employees, and connections to the commuter rail at the Beverly Depot.
- Support commuters traveling at off-peak commuting hours who do not have access to cars and cannot work from home.
- Provide first- and last-mile connections to destinations in the subregions by using excess commuter rail capacity.
- Add Blue Line options to Lynn or Salem.



Bicycle

- Add more bike sharing infrastructure to transportation improvement projects.
- Add connections to Lynnfield’s shared-use path (Wakefield–Lynnfield Rail Trail).
- Create a bike path over Route 1.
- Connect the Swampscott section of the Northern Strand Community Trail to Lynn
- Connect the Peabody Bikeway to downtown Peabody and to Salem Depot over Route 1. Add a link to the Border to Boston Trail.
- Expand the regional bike network to promote mode shift, including a connection to Peabody and Beverly.
- Add a second ferry to Salem, Marblehead, and Beverly for tourism and connections to work.
- Support the North–South rail link: increase frequency; expand service; add new stops; and increase efficiency.
- Facilitate connections to the Blue Line in Revere and the Silver Line in Chelsea.



Land Use and Technology

- **Provide more connections for Salem residents to employment centers.**
- Provide more transportation access to younger workers who are living outside of the city (due to high rents) and using public transportation to get to work.
- Improve transportation technology compatibility.
- Create a means for easy and predictable switching between various transportation modes.



Parking

- Expand parking near transit stations. Transit park-and-ride lots are more than 85 percent in use at the following stations:
 - Newburyport/Rockport Line: Swampscott, Beverly Depot, and Manchester
 - Haverhill Line: North Wilmington
 - Lowell Line: Wilmington
- Suggest designated Uber and Lyft drop-off and pick-up areas with queuing.



Resiliency

- **Elevate low-lying sections of Route 97 in Wenham that were identified as high-priority actions in the Town's Municipal Vulnerability Preparedness program report and Hazard Mitigation Plan.**
- Install an alternative corridor for Apple Street with resiliency measures against storms.
- Expand resilient transportation infrastructure for climate adaptation.

Study Ideas and Opportunities in the NSTF Subregion



Roadway

- **Study Route 129 (Humphrey Street) in Swampscott.**
- Study the Route 133 corridor in Essex.
- Study the Route 114 Connector from Salem or Beverly, and analyze where people with low incomes live and work.
- Study the effects of autonomous vehicles (AVs); for example, the potential for increased traffic from individual ownership and more information on how quickly AVs will arrive in suburban and rural areas.
- Research the potential for AV parking without congestion increases.
- Study mobility and access to Route 128 from the Cummings properties.



Transit

- **Support a microtransit operation between Salem, Peabody, and Danvers.**
- **Develop first- and last-mile solutions between the commercial area of Route 128 and the Manchester commuter rail station.**
- Create a comprehensive transit study for corridors in Peabody, Salem, and Danvers, similar to the Peabody Trolley Study.
- Study intraregional and reverse commuting on the commuter rail.
- Support making Beverly Depot a mobility hub for bike sharing, ride sharing, and car sharing in an organized way.

- Explore connectivity between Peabody and Salem Depot, the North Shore Mall, and business parks.
- Conduct a linear corridor study along the Newburyport/Rockport Line.
- Support connectivity to hospitals, especially for patients, visitors, and employees without cars.



Bicycle

- **Develop a bicycle master plan in collaboration with Cape Ann Mass in Motion (comprised of the Towns of Gloucester, Rockport, Essex, and Manchester-by-the-Sea).**



Pedestrian

- **Provide technical assistance to identify bicycle and pedestrian connections to Peabody's planned Riverwalk and its Safe Routes to Schools target areas.**
- **Provide technical assistance for bicycle and pedestrian improvements in specific corridors in the Cape Ann area.**



Land Use and Technology

- **Encourage developers to join a transportation management association (TMA) or fund solutions themselves.**
- **Increase frequency of the North Shore TMA's Wave Shuttle service.**
- Study opportunities to increase employment close to the commuter rail or encourage employers to relocate.
- Explore the redevelopment of downtown Beverly with transit.
- Develop a database for transportation projects as one quick resource (including local priorities).



Equity

- **Explore a senior shuttle program in Swampscott.**
- **Explore opportunities for a Complete Streets project for Congress Street to support walkability and bikeability for low-income, minority, limited English proficient, and transit-dependent residents in Salem.**
- Explore accessible taxis and ride-share services, and the expansion of Council on Aging van hours.
- Explore how to provide more accessible transportation for those who cannot transfer into a vehicle.

Public Comments on NSTF Regional-Target Funded TIP Projects FFYs 2021–25

Project	Number of Comments	Comment
<p>Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) over Saw Mill Brook (Manchester)</p>	<p>Municipal: 3 Request</p>	<p>Requests inclusion of the Central Street over Saw Mill Brook Bridge Replacement in the FFYs 2021–25 TIP. Loss of the bridge would require a two-mile detour for emergency response to half of the town and lengthen the commute of pedestrians accessing the Manchester commuter rail station. As part of the bridge replacement, the tide gate, which contributed to damage from the 2006 Mother’s Day storm, would be removed. Removal of the tide gate would make the area more resilient to 20-to-50-year storms.</p>
<p>Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1 (Peabody)</p>	<p>Municipal: 2 Request</p>	<p>Requests inclusion of the Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1 in the FFYs 2021–25 TIP. The project is a critical link for the region’s trail network, serving as a key connection for the northern and southern segments of the Boston to Border Trail, the East Coast Greenway, and the Danvers Rail Trail. The construction of a two-span bridge over Route 1 will significantly transform the region’s trail network, linking communities from Salisbury to Boston.</p>
<p>Boston Street Improvements (Salem)</p>	<p>Municipal: 1 Request</p>	<p>Requests inclusion of the Boston Street Improvements in the FFYs 2021–25 TIP. The project is regionally significant and serves the Cities of Salem and Peabody. Boston Street serves as an evacuation and emergency route, providing access to Route 128, Interstate 95, Route 114, and Route 107, and contains five fire houses within the project limits. Three bus routes operate in the corridor, and the proposed improvements to bicycle and pedestrian access will expand multimodal connections to transit.</p>
<p>Swampscott Rail Trail</p>	<p>Municipal: 4 Request</p>	<p>Requests inclusion of the Swampscott Rail Trail in the FFYs 2021–25 TIP. Swampscott is the fifth most densely settled town in the Commonwealth, and congestion on local roads poses safety concerns. The trail would span the entirety of the town, connecting to several elementary schools, Swampscott High School, and the Marblehead Rail Trail. The project will address a lack of safe pedestrian accommodations in the town of Swampscott and provide multimodal connections to an increasingly socioeconomically diverse community.</p>

Project	Number of Comments	Comment
Bridge Replacement, Route 62 (Maple Street) over Ipswich River (Middleton)	Municipal: 2 Support	Supports inclusion of the Maple Street over Ipswich River bridge replacement project in the FFYs 2021–25 TIP. The pedestrian bridge is an important component to complete the Middleton Rail Trail, which will ultimately connect to the Danvers Rail Trail. In addition, the project will replace a deteriorating bridge.
Independence Greenway Extension and Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1 (Peabody)	Municipal: 2 Support Organization: 2 Support Resident: 3 Support	Supports inclusion of the Independence Greenway Extension and the Multi-Use Path Construction of Independence Greenway in the FFYs 2021–25 TIP. The projects are critical in the region’s trail network, providing connections to the Boston to Border Trail, the East Coast Greenway, and the Danvers Rail Trail. The proposed bridge over Route 1 will provide a significant, safe connection in the region’s trail network, linking communities from Salisbury to Boston.

FFY = Federal Fiscal Year. TIP = Transportation Improvement Program.



Source: MOTT

Transportation Needs Identified in the *Destination 2040* Needs Assessment

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Intersects Massachusetts Top Crash Location(s)	MassDOT Pedestrian Crash Cluster	Priority Congested Location
Route 62 (Elliot Street) near Route 128	Danvers	●	●			
Route 1 (Newburyport Turnpike) at Route 1 Connector	Peabody	●	●	●		
Downtown Salem (Washington, New Derby, and Lafayette Streets, and surrounding streets)	Salem				●	
Route 128, Exit 26	Peabody					●

Note: MassDOT-identified HSIP crash clusters, MPO staff-identified truck crash clusters, and MassDOT Top Crash Locations were identified using crash data collected from 2013–15. Pedestrian crash clusters were identified using data on crashes involving pedestrians collected from 2006–15. More information on these locations is available in the Safety Chapter of the *Destination 2040* Needs Assessment report, while the Capacity Management and Mobility chapter of that report provides details about MPO staff-identified Priority Congested locations.

HSIP = Highway Safety Improvement Program. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization.

FINDINGS FROM BOSTON MPO REGIONWIDE SURVEY ON TRANSPORTATION PRIORITIES FOR TIP CRITERIA

Clean Air/Sustainable Communities

Participants advocated for dramatically reducing emissions and pollution and recommended improving pedestrian and bicycle safety, increasing pedestrian and bike connectivity, and promoting equitable transportation mobility to achieve this goal. Respondents also argued for stronger assessments on air pollution and for addressing the disproportionate health effects on low-income and minority communities living near high-emission roadways. They also argued for projects that reduce the number of personal vehicles on the road and for enhancing tree canopy coverage and green space. For additional Clean Air/Sustainable Communities priorities, participants advocated for smart growth, transit-oriented development, supporting active transportation, and prioritizing non-car modes.

Safety

Participants primarily focused on improving pedestrian and bike safety through expanding pedestrian and bike infrastructure, bringing sidewalks up to Americans with Disabilities Act accessibility standards, increasing connectivity to transit, and reducing auto speeds to prevent accidents. Participants shared their support for maintaining and expanding the transit system to increase mode shift away from single-occupancy vehicles and to increase bike and pedestrian safety. Many argued for separated bike facilities to make it easier and safer for anyone to bike and not just the experienced bicyclist. They advocated for shifting of spending to focus on Vision Zero projects, improving dangerous crossings, installing light-up crosswalks, and fixing poorly timed lights and poorly painted crosswalks. They also advocated for safe and convenient walkable routes to access jobs, services, and schools. Many advocated for prioritizing areas that primarily serve equity populations, fixing broken sidewalks, and reducing conflicts between pedestrians crossing the street and turning vehicles.

System Preservation and Modernization

Participants were asked about maintaining and improving existing sidewalks, roads, and bridges. Many focused more on improving overall safety rather than on the maintenance and improvement of specific elements of the roadway. However, when asked about maintaining the existing transit system, many picked it as their top priority. Participants advocated for making the transit system reliable, functional, clean, safe, and dependable to increase ridership and reduce congestion. They advocated for transit expansion and prioritizing dedicated bus lanes. They supported investing in maintenance of the transit system and argued for equitable transportation mobility. Creating connections to jobs and services through transit options was also identified as important as was implementing more multimodal infrastructure.

Capacity Management and Mobility

Many participants advocated for creating new connections in the bike network and argued for enhanced connections to the transit system. Participants argued for more separated shared-use paths to increase bike usage. They saw increased bike infrastructure as a tool to reduce emissions, reduce congestion, and promote public health by enhancing exercise and recreation options. Many respondents highlighted the idea of implementing more dedicated bus lanes as a way to increase reliability, enhance access to jobs and services, increase equity in the transit system, and reduce emissions. Participants argued that dedicated bus lanes have a high impact for less investment, and can be more flexible to meet community needs. Bus frequency and reliability can increase ridership and reduce the number of single-occupancy vehicles on the road. Bus lanes can also be combined with bike lanes, which increase mobility options for residents. To reduce congestion, participants argued for more parking at commuter rail stations, enhancing walking options to commuter rail stations, and increasing safety for people who walk and bike. They advocated for prioritizing person throughput rather than vehicle throughput. To reduce congestion and conflicts with pedestrians and bicyclists, participants argued for implementing curb allocation policies for trucks and delivery vehicles.

Transportation Equity

Transportation equity was one of the most selected priorities in both the online survey and focus groups. To promote more equitable transportation mobility, participants argued for many of the other priorities with a focus on directing resources to those most overburdened by transportation emissions and underserved by a lack of adequate transportation options. They argued for enhancing transportation opportunities to jobs, food, education, services, and civic engagement opportunities. They advocated for safer connections to transit options and increased transit reliability. Expanding and fixing sidewalk infrastructure was also frequently mentioned. Many argued for prioritizing projects near affordable housing, supporting transit-oriented development, and incorporating more public health criteria.

Economic Vitality

To increase economic vitality, participants argued for more transportation access to jobs, services, and small businesses with increased transit, bicycle, and pedestrian infrastructure. Expanding the transit system was frequently mentioned as well as incorporating greater consideration for affordable housing and inclusionary zoning. Participants also advocated for supporting projects that serve multiple municipalities and maximize mobility for all using the most efficient means possible. They also argued for climate resiliency and safety to enhance access to jobs and services.

SELECT FINDINGS FROM BOSTON MPO REGIONWIDE NEEDS ASSESSMENT

Safety Needs

- Identify fatal and serious roadway crash factors and countermeasures. Consider capital investment, education, enforcement, and other approaches to improve safety.
- Address the MassDOT-identified Top 200 high crash intersections in the Boston region (66 total), such as those on Route 9 in Framingham, Route 107 in Lynn and Salem, and Route 16 in Chelsea, Everett, and Medford.
- Improve pedestrian connections at intersections, especially in top-ranking pedestrian crash cluster locations, including those in downtown areas in Chelsea, Lynn, Quincy, Boston, and Framingham.
- Expand well-maintained and connected sidewalk and bicycle networks.
- Develop separated shared-use paths for pedestrians and bicyclists.
- Address top-ranking bicycle crash cluster locations, including those in Boston, Cambridge, and Somerville.
- Modernize obsolete interchanges, such as the Interstate 90 and Interstate 95 interchange in Weston and the Interstate 95 Middlesex Turnpike interchange in Burlington, to reduce truck crashes.
- Incorporate Complete Streets design and traffic calming principles in roadway projects.
- Identify strategies to manage roadway user priority, parking, and curb space.
- Identify and invest in priorities for maintaining the transit system in a state of good repair and modernization projects; for instance, positive train control and rapid transit vehicle upgrades.
- Monitor advancements in AV technology and analyze the safety impacts of AV deployments, particularly in the Boston region.

System Preservation and Modernization Needs

- Maximize the number of bridges in the region considered to be in good condition and minimize the number of bridges considered to be in poor condition.
- Monitor the MassDOT Pavement Management program.
- Identify the location of sidewalks and their condition, specifically sidewalks around transit stations.
- Support investments that improve the accessibility of transit stations, bus stops, and paratransit services.
- Support investments that upgrade transit fleets, facilities, and systems to provide more efficient, reliable, and sustainable service.
- Support climate vulnerability assessments and invest in projects and programs resulting from these processes.
- Improve connections between intermodal facilities and the regional road network.
- Improve resiliency of the region's transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding.

Capacity Management and Mobility Needs

- Reduce congestion on expressways, interchanges, and arterials.
- Reduce congestion at bottleneck locations on the regional roadway network.
- Continue to monitor car sharing as it is poorly integrated with other modes and not accessible in all areas.
- Continue to monitor transit demand management (TDM) services
- Research strategies for TDM as relatively few municipalities in the Boston region have TDM ordinances.
- Reduce congestion on regional roadways to facilitate the movement of freight.
- Reduce conflicts between automobiles and delivery trucks that are competing for curb space.
- Improve access to transit service that runs frequently, and increase capacity at park-and-ride lots that are at or approaching capacity.
- Improve the reliability of bus service as bus speeds are projected to decline due to increased congestion. The introduction of more dedicated bus lanes could be a potential solution.
- Address increased transit delays resulting from the system's aging rapid transit infrastructure.
- Address crowding on rapid transit lines and bus routes. Crowding is projected to increase to unacceptable levels in some locations.
- Address the need for sufficient Massachusetts Bay Transportation Authority (MBTA) garage space to fully modernize and expand the fleet.
- Examine off-peak and reverse commute options between suburban areas and the Boston Central Business District as the commuter rail mostly serves peak-period travel.
- Identify challenges to making first- and last-mile connections, which are major barriers to transit usage.
- Expand pedestrian and bicycle infrastructure so that residential areas and employment locations are close to facilitates that are conducive to regular use.
- Connect the disjointed elements of the bicycle network to create a cohesive network.
- Create a comprehensive inventory of existing sidewalk data, including sidewalk coverage and condition.

Clean Air and Sustainable Community Needs

- Reduce carbon dioxide emissions through MPO-funded transportation projects and programs to help meet the requirements of the Global Warming Solutions Act, particularly by supporting projects that help to reduce vehicle-miles traveled.
- Prioritize transportation projects that meet the Green Communities certification and assist municipalities in meeting or maintaining those certifications.
- Provide data and assistance to municipalities in developing their greenhouse gas inventories and energy reduction plans.

- Reduce volatile organic compounds, nitrogen oxides, carbon monoxide, and particulate matter emissions through MPO-funded transportation projects and programs (particularly those that help to reduce vehicle-miles traveled) to help adhere to the air quality standards in the region.
- Identify projects and programs that can meet criteria established to protect wetlands, cultural resources, open space, and wildlife.
- Ensure that infrastructure to reduce storm water pollution and impacts from natural hazard events (for example, flooding or winter storms) is incorporated in project design.

Transportation Equity Needs

- Address the lack of transit service for transportation equity (TE) populations compared to service available to non-TE populations.
- Increase reliability of rapid transit and bus service for populations whose only option is transit.
- Address inadequate access to safe bicycle facilities for elderly and youth populations.
- Increase docked bikeshare facilities in the Inner Core for some communities with a high share of low-income or minority populations.
- Increase off-road active transportation routes in communities with a high share of TE populations who live near congested roadways.
- Improve coordination of schedules, routes, and services between towns and the MBTA and other regional transit authorities.
- Expand transit service (late night, early morning, and reverse commute) between job-rich centers, such as Longwood Medical Area, the Seaport, suburban job centers and underserved neighborhoods.
- Provide new transit service between low-income suburban residential communities and suburban job centers.
- Consider building transit-oriented developments that provide affordable housing near transit hubs and employment centers to meet the needs of TE populations.
- Improve sidewalks and street crossings, especially around schools, so that they are safe for children and elderly adults.
- Document potential exposure of TE populations to climate change impacts and determine how the ability to access transportation may be affected.

Economic Vitality Needs

- Administer infrastructure improvements to support growth in the priority development areas, including improving equitable access to employment and housing via public transit, walking, and biking options.
- Arrange better commuter rail scheduling, including more frequent, reliable off-peak, late-night, and weekend service to support reverse commuting, especially for service workers.
- Coordinate with regional transit authorities to address the needs of customers who travel between different regional transit authority service areas.
- Provide funding sources to connect regional transit authority services.

WELCOME. BEM VINDA. BIENVENIDO. AKEYI. 欢迎. 歡迎.

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background. Read our full notice of rights and protections at www.bostonmpo.org/mpo_non_discrimination.

To request special accommodations, or if you need this information in another language, contact the MPO at 857.702.3700 (voice), 617.570.9193 (TTY) or civilrights@ctps.org (please allow 14 days).



Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700.

繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700.

Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.



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